

Today's
Advertisements.

THEATRE ROYAL, CITY HALL.
HONGKONG AMATEUR DRAMATIC CLUB
WILL GIVE A PERFORMANCE OF
"THE YEOMEN OF THE GUARD,"
OR
"THE MERRYMAN AND HIS MAID,"
BY
W. S. GILBERT & ARTHUR SULLIVAN,
THIS EVENING,
(MONDAY), 26th February,
Commencing at 9 P.M. precisely.
Dress Circle and Stalls \$3
Pit 1
Half-price to the Pit for Soldiers, Sailors,
and Police in Uniform.

TICKETS can be obtained at the Booking
Office of the Theatre, CITY HALL, from 10 A.M.
to 4 P.M.
Late Trams will run 1 hour after the fall of
the curtain.

H. C. NICOLLE,
Acting Manager.
Hongkong, 26th February, 1900. [122b]

ROTHEN MARK LODGE, No. 264.
A REGULAR MEETING of the above
LODGE will be held at the FREE-
MASONS' HALL, Zetland Street, TONIGHT,
the 26th instant, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 26th February, 1900. [233b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above
on FRIDAY, the 2nd March.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The Vessel is fitted throughout with
Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th February, 1900. [235b]

**THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.**

FOR MANILA.
The Company's New Steamship

"DIAMANTE,"
Captain Blackland, will be despatched for the
above port, on SATURDAY, the 3rd March,
at Noon.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th February, 1900. [235b]

**THE OSAKA SHOSHEN KAISHA,
LIMITED.**

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"MAIDZURU MARU,"
Captain O. Ogata, will be despatched for the
above ports, on SUNDAY, the 4th March,
at Daylight.
For Freight or Passage, apply to
THE MITSUBISHI KAISHA,
Agents.
Hongkong, 26th February, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.
The Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above
on TUESDAY, the 6th March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th February, 1900. [218b]

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched as above
on THURSDAY, the 15th March, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
A.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th February, 1900. [252b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA,"
FROM ANTWERP, LONDON, PORT SAID,
SUZEE AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From Madras, &c., 25 Lardura.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY.
Goods not cleared by the 4th March, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 26th February, 1900. [15]

Today's
Advertisement.

**HONGKONG AND WHAMPOA DOCK
CO., LIMITED.**

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share and
BONUS of 12% per Share for the six
months ending 31st December, 1899, declared
at Monday's Ordinary Meeting, will be
PAYABLE at the Premises of the Hongkong
and Shanghai Banking Corporation, on and
after TUESDAY, the 27th February, and
Shareholders are requested to apply for
DIVIDEND WARRANTS at the COMPANY'S
OFFICE, Queen's Buildings, Praya.
By order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th February, 1900. [255b]

Intimation.



**A. S. WATSON & Co.,
LIMITED.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality,
Red Capsule, \$14.40

C.—FINE OLD VINTAGE, sup-
erior quality, Black
Seal Capsule, 16.20

D.—VERY FINE OLD VINTAGE
extra superior, Violet
Capsule (Old Bottled) 20.40

Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.
These Wines are too favourably
known to need comment.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.

**A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.**

BIRTHS.

On February 11th, at Raub Villa, Sungai
Leming, Kuantan, the wife of C. H. PAUL, Esq.,
of a daughter.

At Shanghai, on the 13th of February, at 70,
Bubbling Well Road, the wife of Capt. LEE,
Royal Engineers, of a daughter.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 26, 1900.

NOTES AND COMMENTS.

THE WAR.

Our readers will be pleased to see by the
telegrams, which we publish in another
column, that Lord KITCHENER refused to
accede to the request of Commandant
Cronje for an armistice, although offering a
safe conduct to women and children and
medical aid, and that the bombardment
of the laager was proceeded with. One
cannot help admiring the courage of
Cronje in refusing to surrender if it is true
that he has been caught in such a death-trap,
as the correspondents report. Unless the
hopelessness of his position has been much
exaggerated, or overwhelming reinforcements
arrive upon the scene, we do not think that
the capture of Cronje's laager can be long
delayed, for the effect of the concentrated
fire of fifty guns at the short range of a thousand
yards must be terrific and it is scarcely
to be supposed that the Boers will be able
to withstand it for long, unless their laager
is much better protected than we have been
led to suppose. Cronje's retreat has indeed
been a most masterly one and the manner
in which he has checked our advance, prob-
ably at the cost of his own life, is worthy of
the best traditions of our own army. He
had doubtless adopted this course in order
to allow the balance of his force to escape
and to gain time for reinforcements to arrive
and prepare to meet Lord Roberts' advance
through the Orange Free State at selected
points, while the same delay will allow of
Bloemfontein and Pretoria being prepared
to withstand a siege. It is abundantly evident
that our advance is not going to be a mere
walk-over and we may expect to have news
of fierce fighting at every stage on the road
where the Boers make a stand. Even the
relief of Ladysmith, despite the withdrawal
of a portion of the Boer forces, appears to
be keeping General Buller's hands full and
it is evident that the Boers have as yet
no intention of abandoning their positions
in Natal without a struggle.

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

THE WAR.

Cronje at Bay.

LONDON, February 23rd.
General Kitchener refused to grant an
armistice and told Commandant Cronje that
he must fight to a finish or surrender. The
battle has been resumed. Commandant
Cronje's army which is estimated at 8,000 is
enclosed in a death trap in the bed of the
Modder River, but is nevertheless fighting
with desperate courage. The Canadians
made an unsuccessful attempt to storm the
laager but succeeded in firing the Boer
waggon and the British continued the
bombardment far into the night by the glare
of the flames.

Natal.

The British occupy Fort Wylie opposite
Colenso.

Casualties.

General Buller's casualties on the 20th
and 21st instant were as follows:—
Killed—Captain Crealock, Lieut. Parr and
Lieut. Kitch-Falconer of the Somersetshire
Light Infantry, Capt. R. Holt, R. A. M.C.,
besides, five others wounded, also 20 men
killed and 91 wounded.

Casualties at Paardeberg

On Sunday were, 146 men killed when
attempting to assault the laager over level
ground, under a terrific fire which compelled
the troops to lie down the whole day,
powerless to move.

Further Particulars of the Opera-
tions Against Cronje.

General Roberts arrived on Monday when
the bombardment began. The Cannonade
was stopped for half the day on Tuesday,
while parleying was proceeding, but the
negotiations ending in Commandant Cronje
refusing to surrender, the whole force of the
British Artillery concentrated their fire at a
thousand yards range over a space of one
mile. General French in the meanwhile
engaging the enemy to the Eastward.

General Buller's Advance.

LONDON, February 24th.
The Boers occupy the high ridges near
Netherpor, opposing General Buller with big
guns and rifles. The advance is slow.

The Navy Estimates.

The Navy estimates show an increase of
about a million.

HONGKONG VOLUNTEER GAZETTE SERVICE.

THE WAR.

Casualties.

LONDON, February 25th.
Capt. Raymond (Montmorency) of Mont-
morency horse, and Col. Hosker of the Mid-
dlesex Volunteer Artillery were killed in a
skirmish near Stormberg.

Paardeberg.

Lord Roberts at Paardeberg 24th instant
says that strong parties of the Boers from
Natal yesterday who attacked the British
outposts, lost a good many in killed and
wounded, also 100 prisoners, including a
Commandant and three field Cornets. The
British loss was 3 killed and 29 wounded,
the latter including Marriot of the Buffs,
Capt. Pearson and Lieutenants Gunthorpe
and Wardle of the Yorkshires. The losses
on the 21st and 22nd were 14 wounded
including Pratt of the Scottish Borderers.

Deserters report that Commandant Cronje
is willing to surrender, but that the young
Transvaalers refuse to do so. Lord Roberts'
offer for a safe conduct for women and
children and the loan of doctors and medi-
cines was curtly refused.

WEATHER REPORT.

The Observatory report says:—
On the 25th at 11.55 a.m. barometric changes
are slight. Pressure is highest between the E.
coast of China and W. Japan, and still lower
over N. China. Gradients slight generally, with
light monsoon in S. China and the N. part of
the China Sea. FORECAST:—Moderate or light
E. winds; fair.

On the 26th at 11.55 a.m. the barometer con-
tinues almost steady on the China coast. Pres-
sure is still in defect in N. China, and highest
over the Pacific to the S. of Japan. Gradients
slight with light monsoon in S. China and the
N. part of the China Sea. FORECAST:—Mode-
rate or light E. winds; fair.

LOCAL AND GENERAL.

We are in receipt of the P. & O. time-table for
1900, which is a very ornamental production.

The cruiser *Edgar* leaves England early next
month with relief crews for the *Algerine*,
Phoenix, and *Waterwitch*.

We notice that tenders for the construction of
the shelter for chair-coolies at the Peak are at
last asked for in the *Gazette*.

THE many friends in Hongkong of Staff-Com-
mander Rogers will be pleased to hear that he
has been detailed to assist the staff-captain of
Devonport Dockyard, the staff having been
increased.

INDO-CHINA will be well represented at the
Paris Exhibition this year. M. Doumer, the
Governor-General, spending nearly £80,000 on
his section, which covers a third of the total
area of ground set apart for colonial exhibits.
One of the typical buildings in course of erec-
tion is a reproduction of the King of Cambodia's
palace.

THE returns of the number of visitors to the
City Hall Museum for the week ended 25th
February, are:—Europeans 115, Chinese 2,661;
total 2,776.

WHAT is to be done with the old guns from the
Shore Battery at Kowloon City? At present
they are lying by the roadside, utterly neglected
and half buried by the debris of the demolished
battery. Could they not be mounted some-
where or other as relics of the past?

THERE have been several small slips along the
embankment of the new road to Kowloon City,
occasioned by the rain of last week. Some of
the vegetable gardens also show signs of having
been flooded owing to defective drainage, the
road embankment having formed some of them
into miniature reservoirs.

THE Amateur Dramatic Club gave their fourth
performance of the "Yeomen of the Guard" on
Saturday evening. There was a crowded house,
and the piece went with an excellent swing.
We were pleased to notice that the band had
come to the conclusion that it was only an
adjunct and not the principal vocalist. Two
bouquets were presented to Mrs. Campbell dur-
ing the evening and Mrs. Badley received a very
enthusiastic encore for "Were I thy bride" as
also did Point for his dance. We hear that
many of the ladies of the Colony are casting
envious eyes upon the coat of arms on the back
of Point's jester's dress. It would certainly
make a capital badge for a cushion.

His Imperial Highness Prince Kaninomya,
who is to represent Japan at the forthcoming
Paris Exhibition, arrived here yesterday from
Tokio, en route for France, whither he proceeds
on the M. S. *India*. He was met on the steamer
by the Japanese Consul, at whose house he
took up his quarters, after which the party went up to
the Peak. As his Highness is travelling incognito
he did not pay an official visit to H. E. the Gov-
ernor. The Prince, who is about 30 years of age
and holds the rank of Lieutenant-Colonel in the
Japanese army, is accompanied by Prince
Iwakura, Colonel Uyehara, and Mr. Matsui.

THE following dispatch has been received by
the local mandarin from Nanchang, the
provincial capital of Kiangsi:—"A Japanese
surveying party of three, while passing through
a market town some 30 miles south-east of
Nanchang, was attacked on the 13th instant by
a mob who severely maltreated the party, and
whom were more or less injured. The party
being accompanied by baggage carried by
25 coolies it was thought that robbery was
the motive of the outrage, but subsequent
enquiries seem to refute this theory. The
attack was quite unexpected as the party
had passed through the place before, while
surveying for a railway route from
Fochow to Kiu-kiang, had been well treated
on route, and was then on its return journey
to Fochow. The local authorities at once
reported the affair to the Japanese Consul at
Hankow, who immediately started for the
scene of disturbance, accompanied by a Japa-
nese doctor to look after the wounded surveyors."

As regards the above it is believed here amongst
local mandarin that the Japanese Government
will probably take advantage of the *contredanse*
to push home their demand to be allowed to
construct the Fochow Kiu-kiang Railway, a
demand which so far has met with but cold
response from the Fukien and Kiangsi high
provincial authorities.—N. C. D. News.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

This afternoon at 3 o'clock the ordinary
yearly meeting of the shareholders in the
above Company took place in the offices of the
Company in Queen's Buildings. The accounts
were passed and the usual business transacted.
A full report will be given in our tomorrow's
issue. Dividend warrants will be ready
to-morrow.

MR. HO TUNG AND THE MAN ON
INSURANCE COMPANY.

THE INSURANCE COMPANY WINS.

At the Supreme Court this morning Sir John
Carrington (Chief Justice) gave his decision in
the case in which Mr. Ho Tung and the Man
On Insurance Company were concerned. Mr.
Ho Tung purchased certain shares in the said
company, and in consequence of the directors
refusing to register them in his name he took
the matter into court. At the conclusion of a
long judgment his Lordship said he was un-
able to say that the directors had exercised the
right of refusal in an arbitrary or capricious
manner. It would be a null thing for that Court
to say that their belief that a gentleman who
was largely interested in rival insurance com-
panies would not prove an eligible shareholder
of the company was unfounded or unreason-
able. He thought, therefore, that the directors
acted within their powers. The order must
be discharged with costs.

COLONEL BELL ON THE WAR.

Speaking at the Elite-hall, Queen Victoria
Markets, on the occasion of a farewell tea given
by Mr. and Mrs. Quong Tait to the nurses who
leave with the contingent for South Africa,
Colonel Bell (United States Consul) made the
following remarks on war and its lessons:—"I
hope that the time is coming when the people
will be too intellectual and too grand to fight
for anything. But till all men recognise that
there are such things as rights, that there is such
a thing as human liberty, until they recognise
that there is no place in this land of ours for
non-progression, I suppose there must be war.
My country is neutral in this matter, but as an
individual, I sympathise with this great move-
ment making for progression. (Applause.) The time
has come when it is absolutely necessary to
war for the sake of peace. We believe in peace
so thoroughly that we are going to have it if we
have to fight for it. Sometimes that is the best
road to peace, and the more horrible war is to-
day the greater the promise of peace in the
future. (Applause.) I am a great Darwinian—
I believe in the survival of the fittest—but the
true interpretation of that is the survival of the
"fittestest" (Laughter and applause). This march
of civilisation has done more for humanity than
all the generations that have lived for 2000
years." (Applause.)—*Sydney Evening News*.

KANG YU WEI.

The *Straits Times* of 17th inst. says:—Mr.
Kang Yu Wei, the Chinese reformer, leaves
shortly for Europe. He will probably attend
the Paris Exhibition. We congratulate Mr.
Kang Yu Wei. He will be safer in London or
Paris than in Singapore; for, in these great
capitals it is scarcely possible that 24 Peking
Chinamen should hunt after him seriously,
although they might do so in comic opera. We
hope Mr. Kang Yu Wei will like Paris.

ABDICATION OF THE EMPEROR.

THE QUESTION OF SUCCESSION.

The news that an Imperial edict has been
issued at Peking, announcing the pending ab-
dication of the Emperor Kuang Hsu in favour of
Prince P'u-chun, has not been received with
any degree of satisfaction by Chinese residents
of Sydney. In the course of conversation with
a representative of this paper yesterday, Mr.
Quong Tait said that a very strong feeling
prevailed among his countrymen that the
change would be a bad one in every possible
way, and a hope still existed that the edict
would be withdrawn. If adhered to it would
be in the natural order of things, he brought into
operation from to-day, when the Chinese New
Year begins. The Emperor Kuang Hsu, now
in his 29th year, succeeded to the throne upon
the death of the Emperor Tung Chi in
January, 1875. Prior to the late war with
Japan he had the support of the
powerful Conservative faction, headed by the
Dowager Empress. But that war opened the
Emperor's eyes to a good many of the defects
in the mode of conducting the affairs of State.
He made a brisk start on the path of reform,
but could make but little progress, hampered as
he was by the opposing forces of the powerful
anti-foreign party. It was in February, 1899,
that the Emperor Kuang Hsu took full control
of the Government, but an official announce-
ment was made in September, 1898, that he
resigned power to the Dowager Empress.

Though the courtesy of Mr. Quong Tait we
are enabled to give the copy of a cablegram
dispatched to the British Ambassador at Peking
for forwarding on to the Dowager Empress. It
reads as follows:—"The Chinese community in
Australia send most hearty and respectful greet-
ings to her Majesty the Dowager Empress of
China. They pray she may live long and
restore the Emperor Kuang Hsu to power, so
making China a united and happy nation, self-
respecting and alike respected by the whole
world."

The *North China Herald* commenting on
the proposed deposition of the Emperor Kuang
Hsu, states that news received in Shanghai
from various independent sources in Peking
agrees in saying that a decision had been actu-
ally arrived at to begin the Chinese year under
a new reign. The old officials at Peking, who
apparently had not been consulted became
alarmed, and only at the eleventh hour succeed-
ed in preventing the coup proposed. The men
who succeeded in persuading the Empress
Dowager of the folly of the course were the
Grand Secretaries Li Hung Chang, Hsu
Tung, and K'un Kang (Manchu), who for
patriotic reasons opposed the measure, and
as a last resort asked the Empress Dowager
to send them to execution first as "audacious
disobedient" and then to be executed as "dis-
obedient" because they "declined to have
anything to do with such a dangerous prece-
dent." The secret agents and friends in Peking
of such powerful Viceroys as Chang Chi-tung,
Liu K'uan-yi, and Tan Ceung-lin, had also
received the news of the proposed coup to their
respective patrons, with the result that just
before the Empress Dowager consented to
"reconsider her proposition" she received two
strong telegrams from Viceroys Chang and Liu
and a third said under their joint names, asking
her not to do "a thing which would ruin the
Empire into pieces in a speedier manner than
any foreign partition."—*Sydney Daily Telegraph*.

THE NEW JAPANESE
DESTROYERS.

The successful termination of the trials of the
Japanese destroyer, *Niji*, brings to a completion
the work on a group of six vessels which are
certainly remarkable even in these days of
high-speed craft. The six boats have all been
built and engaged by Messrs. Yarrow and Co.,
of London, and the completion gives to the
firm a record of construction that stands alone
in the world. It also puts Japan in possession of a
division of torpedo craft unequalled in the
world. The boats are 220 ft. long and 20 ft. 6
in. wide. They are twin-screw and have each
two sets of four-crank triple-expansion engines
with cylinders 20 1/2 in. and 31 1/2 in. and two low-
pressure cylinders each 34 in. in diameter, the
stroke being 18 in. These engines are designed
to give 6,000-horse power, but no doubt 7,000
could be reached if needed. There is one 12-
cylinder quick-firing gun mounted aft and five
6-pounder guns. There are two torpedo tubes
for 18 in. torpedoes. The following is a list of
the six vessels:—

	Speed.	Arm.
<i>Izazuki</i>	31.32	2.5
<i>Izazuki</i>	31.37	2.2
<i>Akatsuki</i>	31.08	1.7
<i>Sasakuni</i>	31.32	1.3
<i>Osaka</i>	31.32	1.3
<i>Osaka</i>	31.15	0.9

The contract was at 10 knots and 35
tons load on a three hours continuous run
same conditions as demanded by the British
Admiralty for their 3 knot destroyers. A
point which all engineers will appreciate is the
low air-pressure with which the speeds were
obtained, especially in the later boats. The
last of the six destroyers—the *Niji*—was
launched on Dec. 16, the first preliminary
trial took place on Dec. 18, and the official
trial Dec. 21, so that there was a gap of only five
days between the launching and the official
trial. On the *Niji*, the air pressure during the
three hours run varied from 1 in. to 1 1/2 in.
and the consumption of coal for the three hours
worked out at 1.98 lb. per indicated horse-power
per hour. The consumption per square foot of
grate was 22.3 lb. There were four Yarrow
straight-tube boilers for the supply of steam,
and although the grates are large in proportion
to what is customary, with a little experience
there was no difficulty in stoking, as the results
obtained indicate. It will be noticed that from
the commencement to the end of the trials there
was a steady advance in performance. This is to
be attributed to various improvements intro-
duced as experience suggested. The circumstance
is suggestive of the fact that finality has not been
reached in the designing of these very special craft, a task which needs
perhaps, more than any other branch of marine
engineering, the best scientific knowledge. The
engines are balanced on the Yarrow, Schlick,
and Tweedy system, and the absence of vibra-
tion at all speeds was considered by the Japa-
nese authorities to be highly satisfactory. In
detail in these boats, as well as of others, built
by Messrs. Yarrow and Co., which deserves
attention, is the system adopted in the steam
pipes for allowing for variations in length.
Provision is made on board for allowing for
90 to 100 tons of coal, and this bunker capacity
is found to be amply sufficient to make any of
the runs at from 11 to 14 knots between the
coaling stations on the voyage to Japan.

WAR NEWS BY WIRE.

WAR NEWS BY WIRE.

(From Our Exchange.)

Zulu Land.

LONDON, 16th February.
Our flying column in Zululand has been
seriously disturbing the Boers who were col-
lecting at Vryheid.

Suspicious Characters.

Over one hundred suspicious characters
arrived by German steamers at Delagoa Bay on
Thursday, several of them being evidently
officers. The official German support the
Boers are receiving in the present war is a
stange commentary on the vaunted friendship
of the Kaiser for England. Here the feeling
against the Germans is daily growing more bit-
ter, and there is an indication in the city to
boycott German labour.

The Africander Bond.

The Africander Bond Press is clamant in its
demand for the recall of Sir Alfred Milner.
Native deserters from the Boer lines, who have
reached Spearman's Camp, state that the Boer
losses in the operations to the north of the
Tugela at Spionkop amount to 1,000. Five
Field Cornets were killed. Forty British
officers and men, who were reported to be killed
in the battle of Magersfontein, are prisoners at
Pretoria.

In Parliament.

The debate on the Address was resumed in
the House of Commons this evening. Sir W.
Harcourt criticised the Transvaal policy of the
Government. Referring to the Jameson Raid
Committee, he denied, by saying it up and
favoured the re-opening of the inquiry to dispel
the slanders that the Government had connived
at the Raid. He admitted that we must fight
now to the bitter end.

Mr. Chamberlain said the House must look
on the broad issues dating long anterior to 1881.
The country's one desire was a speedy and
satisfactory end of the war, and to this Govern-
ment directed

Tuesday afternoon at first were successful at the northern end of the kopie but, on reinforcements arriving, the position was re-carried with the bayonet.

The Boer position which was attacked on Monday consisted of a line of strongly-entrenched kopies extending three miles eastward of Spionkop. The line of the kopies was a sharp curve, and the Boers were strongly massed. General Wynne's Brigade and the Durham Light Infantry, supported by six batteries, carried out the feat admirably, crossing at Pont Drift in the face of a storm of bullets. The force then retired in perfect order towards the right. Two batteries exposed themselves to heavy shelling from both sides, but withdrew safely.

General Lytton, delivered the main attack on the right, crossing Molen Drift or Siet Drift by a bridge which the Engineers had built under cover of the guns sheltered by trees on Swartkops, and succeeded in taking the southernmost kopie, Kranz Kloof, mounted on Spionkop. Meanwhile, the Boers guns on the other side, and also on a high range called Doorn Kloof, shelled the British heavily, preventing a further advance. Our shells, however, exploded the Boer machine. Disappearing for several hours, the Boers made a determined attempt in the afternoon to re-take the hill, but reinforcements arrived, and they were repulsed at the point of the bayonet. The work of the balloon has been invaluable, giving most useful information of the enemy's position and movements daily; and the Boers are doing their utmost to destroy it. They have their big Zeppelin gun on an important hill to the right. The *Daily Telegraph* correspondent says: "The Durhams carried Van Kraaij, which is described as the key of the lower ridges, while the Highlanders assailed the latter Kranz Kloof. Several hills covered with guns were ignited, and smoked like volcanoes." A telegram, dated Spearman's Camp, 7 o'clock last night, says all was then well.

In the capture of Kranz Kloof on Monday, the Durhams, forming part of General Lytton's Brigade, bore a very gallant part, and advanced under fire from several directions with the utmost dash and intrepidity. Cover was scarce, and to assist the success of the assault, the hill was heavily bombarded beforehand by our own guns. However, of the destructive practice of the cannonade, the enemy held on with grand pluck, and remained at their position until the Durhams reached the top of the hill and scattered them like chaff before a splendid bayonet charge. Over fifty of the enemy, half of whom were armed natives, were precipitated down the hillside.

BY THE MAIL.

(From Home Papers.)

Conan Doyle for the Front.
Dr. Conan Doyle announced on 22nd ult. that he was going to the front not with a rifle, but with a microscope, which many people considered the more dangerous weapon. The Hospital Service will be delighted with his new recruit, and we really envy the wounded man whose surgeon can not only tie the broken limb up skilfully but tell him thrilling stories afterwards.

Germany's New Colonies.
The *Reichsanzeiger* published a decree regarding the provisional regulation and administration of Imperial affairs in the new territory consisting of the Carolines, Pelew and Marian Islands. This territory will until further notice form part of the German New Guinea Protectorate. The *Reichsanzeiger* also publishes an order of the Imperial Chancellor on the subject, together with a decree prohibiting for the present the acquisition of landed property belonging to the natives of the above-mentioned islands.

Exploitation of Siberian Forests.
The Russian Ministry of Agriculture has just completed the formulation of a scheme for the organized exploitation of a very considerable portion of the Siberian forests, and it is expected, says an Odessa correspondent, that the United Kingdom will in time become one of the largest importers of timber from the vast pine-woodlands of the Far East. Eight chief engineers and administrators of the newly-created department for the deforestation of the Crown lands in the governments of Tomsk and Tobolsk have been appointed. Something like 20,000,000 acres of forest will come under their initial operations. A great timber port and emporium is to be established at the mouth of the Obi.

The Russian Volunteer Fleet.
According to the programme issued by the committee of the Russian Volunteer Fleet, at voyages will be made by their cruisers between Russia and the Far East during the present year. It is highly probable, states an Odessa correspondent, that this number will be greatly exceeded, but this will depend on the number of men that the Government will send to the Far East as reinforcements to the already large army that they have quartered there, as well as number of guns, ammunition, and garrison stores required at the strongly-fortified places of Port Arthur and Vladivostok. It is reported that for the strengthening of the fortifications of these two places a sum of 3,000,000 roubles is to be spent during the current year.

The Late General Wauchope.
It is with the utmost satisfaction that we read the emphatic note which Mrs. Wauchope has sent to the Press, as a home paper. A crop of very ugly rumours had sprung up, some to the effect that General Wauchope had appealed to his men to hold him blameless for the disaster to the Highland Brigade at Magersfontein, while others purported to assure us that the General had written to his family, on the night before the battle, saying that he felt he was being sacrificed. Mrs. Wauchope disposes of the second set of stories by declaring that her last letter from her husband was dated from the Orange River, on Nov. 16th, and contained praise of Lord Methuen, and not blame. After that we may dismiss the wild stories of soldiers who profess to know what a dying man said amid the crash and clamour of the repulse.

Death of Mr. R. D. Blackmore.
One of the most popular novelists of the century has passed away in Mr. R. D. Blackmore, who died at his house at Teddington, on 20th ult. at the age of seventy-five. It is worth while to point out how curious was the chance which brought him fame. "When it was first published in 1869, 'Lorna Doone' was an utter failure, and it is possible that its merits would never have been discovered by the general public but for the marriage of the Princess Louise to the Marquis of Lorne in 1871. The public somehow conceived that there was a connection between the names 'Lorna' and 'Lorne,' and bought up the whole edition, so that, though the book had no reference to the Royal marriage, it was the most fascinating novel which had appeared for years.

The Japan Society.
The Japan Society held a *commemorative* on 23rd ult. in the gallery of the Royal Institute

of Painters in Water Colours, which was very largely attended by the members and their friends. The guests were received by Mr. Kishin Matsui, the Japanese Charge d'Affaires, and included a number of Japanese naval officers in uniform, and representatives from the Chinese Legation in their national costume. The galleries were decorated with Japanese and British flags, and the floral adornments were arranged by Mr. S. Eida, in the Japanese manner, with highly picturesque effect. A pleasing selection of music was performed by the Bijou Orchestra, which closed the evening altogether highly successful. The function further testimony to the growing influence and importance of the society.

Dense Fog in London.

On 20th ult., a fog of almost unparalleled density fell over London, especially in the West-end, and caused immense inconvenience to people who had been in theatres and other places of entertainment. Lorry-boys with torches, lighted pedestrians across the streets, and also guided omnibuses and cabs through squares and over intricate crossings to prevent them taking the wrong turning. Even with this assistance delays were long and wearisome, and many waysides were expected to be home by midnight did not reach their abodes until well into Sunday morning. In Piccadilly and Knightsbridge the scene was quite demoniacal in its weirdness, and the traffic got intricately mixed. Omnibuses and cabs were as often on the pavement as in the roadway, and collisions were numerous—fortunately not of a serious character, but giving rise to language as gloomy as the fog. The visitation was the worst we have had this winter.

Danish Butter for Tommy.

A committee of Danish farmers have collected a large quantity of the very best Danish butter, and have asked the Royal Highness the Prince of Wales to accept 12,000 boxes of this article as a gift for the British soldiers. Her Royal Highness has graciously consented to distribute the same to the sick and wounded in South Africa, and has sent the following telegram to the Danish committee—Sandringham, Jan. 6.—My heart was deeply moved when I heard of the handsome and practical manner in which the Danish ladies are showing their sympathy for our gallant British soldiers by sending them 12,000 boxes of butter. In taking me to distribute this large and splendid gift among the sick and wounded in South Africa, and on my hospital ship, you cause me the greatest pleasure, especially as I shall be able to say that it is a present from my beloved native country Denmark. With repeated thanks, Alexandra.

Influenza in London.

Influenza in London says a mail paper, is at last on the wane. Last week all the indications pointed to the high-water mark having been reached, although on that particular occasion, the fatalities resulting from it were more numerous than had ever been known since influenza made its presence felt, and that the ebullient might be expected immediately. The year issued by the Registrar-General on 23rd ult. shows that a great amelioration took place in the metropolis during the week ending 20th ult. Instead of 350 deaths directly attributable to influenza, as in the previous report, there were but 208, with 30 that were marked as having that scourge as a contributory cause. The fatalities from pulmonary maladies also diminished enormously, having fallen from 1,221 a fortnight ago to 728, or only 41 above the corrected average. These figures very clearly indicate indications of a still further relief from a condition of things which made life in London almost as safe as residence in the country. The general death-rate of the metropolis is rapidly reaching its normal condition. The figures for last week were 26.6, the previous return having been 33.3. Brighton's was 19.7, Croydon's 21.9, and West Ham's 18.9.

Obituary.

The following deaths have been reported recently:—The Marquis of Louth, after an illness extending over a period of three months. Dr. James Martineau, one of the foremost leaders of Modern Thought in Ethical and Religious subjects. Earl Manvers, the deceased Earl, who had been suffering from an attack of influenza. Sir Alfred Kirby, well-known company promoter. Sir Henry William Gore-Booth, 5th Baronet of Lissadell, Sligo, and Earlsfield Ballymore. Lady Probyn, wife of General Sir Dighton Probyn, V.C., Comptroller and Treasurer to the Prince of Wales. Mr. William Edward Tirebuck, who has made somewhat of a name as a novelist by his "Sweetheart Green" and "Welsh Idyll," and "Miss Gwyneth of All Souls." The Rev. Richard Watson Dixon, D.D., vicar of Warkworth and Hon. Canon of Carlisle. Professor David Edward Hughes, F.R.S., the inventor of the Hughes Patent Telegraph Instrument, and discoverer of the microphone. The Dowager Lady Hicks-Beach, mother of the Chancellor of the Exchequer.

Index Numbers for 1899.

The following are Mr. Sauerbeck's annual average index numbers of the prices of forty-five commodities, the average of the eleven years 1867-77 being 100—1878-87, 79; 1888-98, 86; 1893, 68; 1894, 61; 1895, 62; 1896, 64; 1897, 68. The index number for last year, is four points (or 6 per cent.) higher than in the preceding year, but the advance as compared with the lowest year on record, 1867, amounts to seven points (or 7 per cent.). It is still 32 per cent. below the standard period, which was equivalent to the average of the twenty-five years 1813-77. The rise is smaller than was probably expected by many observers, and this is explained by the fact that the average advance for the whole year applies only to materials, and here principally to textiles, and to a very slight extent to sundry materials. Articles of food, on the other hand, were in the aggregate lower on an average, no doubt, to consumers, and almost exactly on a level with 1867, so that the advance obtained in 1898 was again lost. The average price of silver was 27.16d. per oz. against 26.15d. in 1898. It stood at 27.5d. at the end of 1898, and with the exception of a moderate speculative movement in April and May, the metal remained remarkably steady, and closed at 27.16d. The shipments to India and China were large, and Russia purchased also a larger quantity than in the previous year. The index numbers were as follows (to 84 per cent. being the parity of 1870 to 100):—Average, 1898, 44.8; end of 1898, 44.9. Average, 1899, 45.1; end of 1898, 44.7.

Death of Mr. John Ruskin.

Mr. John Ruskin died on 20th ult. at his residence, Brantwood, Coniston, the immediate cause of death being syncope following on an attack of influenza, which developed on 18th ult. The end was sudden, and Mr. Ruskin had been unconscious for some time before two o'clock, when he breathed his last. The announcement of his death came as a painful surprise, since he was not generally known that there had been any serious change in the course of his illness, or the failure of strength from which Mr. Ruskin had for a considerable period suffered. It is certainly no exaggeration to say that in

the record of the nineteenth century no writer has made a mark which will compare with that of Mr. Ruskin. Throughout his long life—he was born in 1819—he has been accepted as the master and supreme leader of that great band of workers who have devoted themselves to the advocacy of the highest type of aestheticism, and he has ranked as chief among the theorists whose writings have popularised the consideration of artistic questions. He had indisputably a quite exceptional fitness for the position he held. A man of strenuous conviction and dominated by an intense love of literary expression, a gift of persuasiveness which enabled him to impose his beliefs upon all sorts and conditions of people and to captivate even his opponents by his sincerity and honest self-reliance. During the latter years of his life ill-health crippled his activity, and put him out of touch with newer developments; but in the time of his fullest vigour he was the one supreme figure in the art world, a benevolent despot whose criticism was accepted as an almost infallible utterance, capable of its praise or blame of deciding the fortunes of every phase of artistic effort, and powerful to make or mar the career of any worker who was striving for popularity. Amid every sign of general sorrow, the body of John Ruskin was laid to rest on 25th ult. in Coniston Churchyard. The ceremony was of a simple but exceedingly impressive character. The floral tributes sent by the friends of the deceased were of extraordinary beauty, and were sent by admirers not only in England, but on the Continent. A memorial service was also held in Westminster Abbey, while the funeral was taking place at Coniston. There was a large congregation. The officiating clergy were the Sub-dean (Canon Duckworth) and Minor Canon Daniel-Balldreigh. No sermon was preached.

SPEECHES ON THE WAR.

(From Home Papers.)

Mr. John Morley.

Mr. John Morley, speaking at Fonthorpe on 24th ult., referred to the campaign in South Africa as a war in the dark, brought about by the failure of British diplomacy. He ridiculed the statements, on the strength of a few reverses to our arms, that the Transvaal Republic had shown itself to be a first-class military power. No doubt after what had happened as the result of the negotiations with that State, we were bound to indicate the Queen's authority in the Queen's dominions, but it did not settle the question as to the wisdom of the policy which led up to the ultimatum from the Transvaal.

Mr. Courtney.

Mr. Courtney, M.P., addressed the Liberal Association for the Liskeard-Bodmin Division of Cornwall, at Liskeard, on 23rd ult. He admitted that the government of the Rand by the Transvaal was bad, but it did not follow that we were justified in making war about it. The Rand was an attempt once more to rob the Transvaal of its freedom. The war was unnecessary, but it had been most necessary by the Diplomacy of the Colonial Office. The remarks of the right hon. gentleman elicited several expressions of dissent, and the Chairman (the Earl of St. Germans) stated that he was not in agreement with his views.

Lord Rosebery.

Lord Rosebery was the chief guest at a luncheon which followed his opening of the new town hall at Chatham on 23rd ult. In proposing prosperity to the borough, he referred to the fact that the country had ever been involved, as much from the number of troops engaged as the distance they had to be sent to the scene of conflict; while there was also arrayed against us on false, insufficient, and corrupt information, almost the unanimous opinion of Europe. While rejoicing in the bearing of the British people under recent reverses and the evidences shown by our Colonies, of the real federation of the Empire, he maintained that one of the chief lessons of the war, when it was brought to a successful conclusion, should be that our old unorthodox system should be done away with and our great heritage placed on a scientifically business footing.

Captain Mahan.

There is probably no individual citizen of the United States whose good opinion is more highly valued by Englishmen than Captain Mahan. He knows the history of the British Empire as few of ourselves know it, and it is therefore gratifying to see that in his judgment with regard to the British Empire, "not only is England a cause just, but to have failed to uphold it would have been to fail in national honour." Captain Mahan also perceives that American interests require a good understanding with England, and he appeals to his countrymen to abstain from provocative expressions of pro-Boer sympathy. This is good advice, and is not a little needed over there. That strict neutrality is maintained correctly in the American official world, and that goodwill to England is felt among the better-informed, is no doubt true, but it is simply to suggest, as some of the correspondents are doing, that antagonistic feeling to England is confined to a negligible minority of the American people.

SHIPPING REPORTS.

Captain N. K. Willis, of the steamship *Arab*, from Nagasaki, reports—Fine weather throughout.
Captain Blenheim, of the steamship *Tatsumi*, from Shanghai, reports—Light northerly breeze and fine throughout.
Captain W. Mackay, of the steamship *Propheta*, from Saigon, reports—Strong head winds throughout; passage.
Captain P. Rolfe, of the steamship *Yumang*, from Manila, reports—Fine and clear, moderate breeze and sea throughout.
Captain J. Barwise, of the steamship *Glaucon*, from Singapore, reports—Had fresh N.E. winds to Paracels, thence fine weather to port.
Captain J. E. Williams, of the steamship *Chinglu*, from Sydney, &c., reports—Left Sydney on the 30th ult., Brisbane and inst., Mackay 4th, Townsville 5th, Cairns and Cooktown 6th, Thursday Island 10th, Port Darwin 14th, and Manila 23rd; fine weather with light 14th, passed steamship *Victoria*, towing towing lugger, from Port Darwin for Manila, 14 days out, Lat. 10 S., and Long. 130 E.
Captain G. W. Gordon, R.N.R., of the steamship *Java*, from London, reports—Left Singapore on the 20th inst. at 6.40 a.m.; experienced moderate N.E. monsoon until noon of the 21st, Lat. 20 N., Long. 103 41' E., from that time till midnight of the 23rd in 12 10' N., Lat. 39' E., the ship encountered strong N.E. monsoon with considerable sea and cloudy weather, from which time the monsoon fell to a light breeze and moderate sea to port.

NOTANDA.

CALENDAR.

FEBRUARY.
Metereological means based on fifteen years' observations to 1898.
Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.

WEATHER REPORT.
On 26th Feb. at 4 p.m.
Barometer 30.15
Temperature 65
Humidity 75
Rainfall —

TO-MORROW.

Monday, 26th February, 1900.
Chinese—27th of 1st moon of 26th year of Kwang-shi.

Sun—Rises 6hr. 30min.
Set 6hr. 5min.
High water—Morning 6hr. 5min.
Afternoon 1hr. 1min.
Low water—Morning 1hr. 4min.
Afternoon 1hr. 12min.

ANNIVERSARIES.

1841—Bogue forts (Canton) destroyed by Sir Gordon Bremer.
1890—Chinese troops lost their Colonel and 200 men in an engagement with the Formosan savages.
1848—French Republic proclaimed.
1857—Loss of H. M. S. *Birkenhead*.
1871—Peace signed between Germany and France.
1897—The Woosung Railway Commenced.

TO-MORROW.

Tuesday, 27th February, 1900.
Chinese—28th of 1st moon of 26th year of Kwang-shi.

Sun—Rises 6hr. 25min.
Set 6hr. 5min.
High water—Morning 6hr. 10min.
Afternoon 1hr. 10min.
Low water—Morning 1hr. 4min.
Afternoon 1hr. 30min.

ANNIVERSARIES.

1842—The establishment of the Superintendent of Trade removed from Macao to Hongkong.
1853—End of the Naffar War. British Kaffiria annexed.
1876—Treaty of peace between Japan and Korea.
1879—The barque *Forget-me-not* lost in Chefoo harbour.
1880—British defeated at Majuba Hill.
1882—A farewell banquet given to Sir J. Pope Hennessy by the Tung Wah Hospital Committee.
1887—Evacuation of Port Hamilton by the British.
1897—Indian Relief Works supporting 3,141,000 persons.

AGENDA.

TO-DAY.
8.30 for 9 p.m.—Regular Meeting of the Eothen Mark Lodge.
9 p.m.—A. D. C. "Yeoman of the Guard" at City Hall.

TO-MORROW.

Shrove Tuesday.
2.30 p.m.—Auction sale of ready made, gentlemen's clothing, at Paul Brewitt's Auction rooms.
5.15 p.m.—Odd Volumes Society, Lecture by Captain G. C. Anderson on "The Situation in the Far East."
H.K.V.C. ORDERS.
5.30 p.m.—Signalling Class.
4 for 5.30 p.m.—Revolver Practice for Officers.
5.30 p.m.—A, B, & C Co.'s Gun Drill under the command of the adjutant, at Head Quarters.
(About) Dodwell & Co.'s steamer *Birchler* leaves for New York.
Noon—Eleventh Annual Meeting of Shareholders in Geo. Fenwick & Co., Ltd., at Hongkong Hotel.

WEDNESDAY, 28th.

Ash Wednesday.
2.30 p.m.—Auction sale of ready made, gentlemen's clothing, at Paul Brewitt's Auction rooms.
H.K.V.C. ORDERS.
5.30 p.m.—F, B, & Co. Gun Drill at Kowloon Docks.
5.30 p.m.—D, C, Co. Company Drill.
6 p.m.—E, C, Co. Company Drill.
5 for 6 p.m.—Practice for unenrolled drummers.
6 for 7 p.m.—Band practice.
Noon—The China-Borneo Co. Ltd. First Ordinary Yearly Meeting, at No. 4 Queen's Buildings.
2.15 p.m.—Meeting of Her Majesty's Justices of the Peace at the Magistracy.
(About) C. & O. steamer *Belgian King* leaves for San Diego and San Francisco.
Sanitary Board Notice-Time Expires for lime-washing houses in Eastern District.

THURSDAY, 1st March.

Diocesan School, Term Commences.
Cargo ex *Stuttgart* subject to rent.
Noon—Hongkong Fire Insurance Co. Ltd. Thirty-first Ordinary Annual Meeting, at Jardine, Matheson & Co.'s offices.
3 p.m.—"Greggan" sold by auction by Mr. H. N. Motley, at Messrs. Sassoon & Co.'s offices.
3 p.m.—Meeting of the Legislative Council.
H.K.V.C. ORDERS.
5.30 p.m.—Trumpeters Class.
5.30 p.m.—A, B, & C Co.'s Company Drill, at Head Quarters.
8.30 for 9 p.m.—Regular Meeting of the Zealand Lodge.
FRIDAY, 2nd.
Noon—N. Y. K. steamer *Atsiki Maru*, leaves for Bombay via Colombo.
3 p.m.—Messrs. D. Sassoon & Co.'s steamer *Catharine Apar*, leaves for Calcutta.
H.K.V.C. ORDERS.
5.30 p.m.—F. B. Company Drill, under the Adjutant, at Head Quarters.

SATURDAY, 3rd.

The Punjoni Mining Company's call of \$1 to bear interest.
Noon—P. & O. steamer *Clyde*, with mails, leaves for Europe.
H.K.V.C. ORDERS.
3 p.m.—Commanding Parade. All members should endeavour to attend. Rehearsal for General's Inspection of Corps.
9 p.m.—A. D. C. "Yeoman of the Guard" at City Hall.

SUNDAY, 4th.

(About) N. D. L. A. steamer *Alesia* leaves for Havre, Hamburg and Bordeaux.

MONDAY, 5th.

Noon—C. N. steamer *Changha*, leaves for Australia.
Noon—Hongkong and Kowloon Wharf and Godown Co., Ltd. Meeting of shareholders, at Company's offices.
(About) S. T. & Co.'s steamer *Morven*, leaves for New York.
9 p.m.—A. D. C. "Yeoman of the Guard" at City Hall.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Doric*) 1st prox.
Indian (*Tatiana*) and prox.
German (*König Albert*) 6th prox.
American (*Nippon Maru*) 9th prox.
American (*City of Rio de Janeiro*) 17th prox.

The N. P. S. Co.'s steamer *Olympia*, sailed from Tacoma for Japan and Hongkong on the 23rd inst.

The N. P. S. Co., steamer *Glenogle*, has arrived at Yokohama and sailed for Tacoma on the 24th inst.

The N. P. S. Co., steamer *Aberdeen*, has arrived at Yokohama and sailed for Portland Oregon on the 24th inst.

The C. P. R. Co.'s R.M.S. steamer *Empress of India*, left Yokohama on Friday last, moon the 23rd inst., for Victoria and Vancouver.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails &c., left San Francisco for this port via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

The P. M. S. S. Co.'s steamer *Amerita Maru*, with mails &c., which left hence January 27th, for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 22nd inst.

HONGKONG AND WHAMPOA DOCK-RETURNS.

Isla de Cuba at Kowloon Dock.
Belgian King
Loyal
Hongkong
Germania
Kaifong
U.S.S. *Monadnock*
U.S.S. *Relief*
U.S.S. *Whiting*
Chuen Tiao
Hongkong
D. *John Austria* Cosmopolitan
Hankow
Dupleine

PASSED THE CANAL.

Outward—13th February—*Benledi*, *Hector*, *Catalina*, *König Albert*, *Vindopona*, *Asgar*, *Anvers*, 16th February—*Anapa*, *Ringo Maru*, 20th February—*Annam*, *Benledi*, *Yangtze*, *Glenfarg*, *Sabia*, *Tamba Maau*, *Shirata*, *Drummond*, *Karlruhe*, *Koria*.
Homeward—9th Feb.—*Dorich*, *Horvick Hall*, 15th Feb.—*India Maru*, *Mazagon*, 16th Feb.—*Andria*, *Sania*.

Arrivals at Home—20th February—*Inabi Maru*.

Shipping.

Arrivals.

FAUSANG, British steamer, 1,110, T. A. Mitchell, 24th Feb.—Java 14th Feb., Sugar—Jardine, Matheson & Co.
TONKIN, French steamer, 2,327, A. Vaquier, 25th Feb.—Marseilles 21st January, and Saigon 22nd Feb., Mails and General—Messageries Maritimes.
INDUS, French steamer, 2,330, C. Duchateau, 25th Feb.—Shanghai 22nd Feb., Mails and General—Messageries Maritimes.
AMARA, British steamer, 1,566, J. C. Mattock, 25th Feb.—Sourabaya 15th Feb., Sugar—Jardine, Matheson & Co.
IRENE, German steamer, 4,400, Stein, 25th Feb.—Amoy 24th February.
HAKUAI MARU, Japanese steamer, 1,419, M. Nishimura, 25th Feb.—Kobe via Amoy 24th February, General—Nippon Yusen Kaisha.
KEONG WAI, British steamer, 1,115, T. W. Groves, 25th Feb.—Bangkok 18th Feb. Rice and General—Yuen Fat Hong.
SAXONIA, German steamer, 3,325, A. Krech, 25th Feb.—Macao 25th Feb., General—Siemssen & Co.
IRENE, Chinese steamer, 826, A. A. Crawford, 25th Feb.—Shanghai 21st Feb., General—C. M. S. N. Co.
QUARTER, German steamer, 1,146, H. Johannsen, 25th Feb.—Saigon 20th Feb., Rice and Flour—Sander, Wiedler & Co.
TRITON, German steamer, 1,033, P. Lassen, 25th Feb.—Saigon 19th Feb., Rice—Siemssen & Co.
ARAB, British steamer, 1,674, N. K. Willis, 25th Feb.—Nagasaki 21st Feb., General—Dodwell & Co., Ltd.
GLAUCUS, British steamer, 3,590, J. Barwise, 26th Feb.—Singapore 20th Feb., General—Butterfield & Swire.
PROPHETA, British str., 1,390, W. Mackay, 26th Feb.—Saigon 20th Feb., Rice—Leung Sing Steamship Co.
ALESIA, German steamer, 3,533, H. Kunth, 26th Feb.—Kobe 20th Feb., General—Carlowitz & Co.
JAVA, British steamer, 1,632, G. W. Gordon, R.N.R., 26th Feb.—London 13th Jan., and Singapore 20th Feb., General—P. & O. S. N. Co.
PETARCH, German steamer, 1,258, H. Uecker, 26th Feb.—Singapore 17th Feb., Timber—Sander, Wiedler & Co.
YUEN-SANG, British steamer, 1,128, P. Rolfe, R.N.R., 26th Feb.—Manila 24th Feb., General—Jardine, Matheson & Co.
CHINGTO, British steamer, 1,459, J. Williams, 26th Feb.—Sydney 30th Jan., and Manila 23rd Feb., General—Butterfield & Swire.
TAISHUN, Chinese steamer, 1,216, Blenheim, 26th Feb.—Shanghai 23rd Feb., General—C. M. S. N. Co.
THYRA, Norwegian steamer, 2,420, J. D. Edvardsen, 26th Feb.—San Diego 7th Jan., Flour and General—Butterfield & Swire.
HANOI, French steamer, 750, Pamier, 26th Feb.—Haiphong and Hanoi 15th Feb. Rice—A. R. Marty.
HERTHA, German steamer, 6,000, S. v. Useedom, 26th Feb.—Singapore 20th February.

Clearances at the Harbour Office.

Saxonia, German str., for Yokohama.
Michael Jelen, German str., for Hoihow.
Fushun, Chinese str., for Shanghai.
Irene, Chinese str., for Canton.
Hallan, French str., for Swatow.
Chansung, Chinese steam-launch, for Wuchow.
Menmule, British str., for Manila.
Kongnam, British str., for Canton.
Tatsumi, Chinese str., for Canton.
Kwai Lum, British steam-launch, for Macao.

Departures.

Feb. 24, *Atsiki*, French gunboat, for Amoy.
Feb. 25, *Dagmar*, German str., for Chinkiang.
Feb. 25, *Haitung*, British str., for Swatow.
Feb. 25, *Kwangppa*, Chinese str., for Chefoo.
Feb. 25, *Piyang*, German str., for Saigon.
Feb. 26, *Wuhu*, British str., for Canton.
Feb. 26, *Indus*, French str., for Europe.
Feb. 26, *Tonkin*, French str., for Shanghai.
Feb. 26, *Chowfa*, British str., for Swatow.
Feb. 26, *Haitung*, French str., for Haiphong.
Feb. 26, *Fushun*, Chinese str., for Shanghai.
Feb. 26, *Tatsumi*, Maru, Jap. str., for Swatow.
Feb. 26, *Irene*, Chinese str., for Canton.
Feb. 26, *Zenta*, Austrian steamer, for Swatow.

Passenger—Arrived.

Per *Saxonia*, from Macao—Mr. Slebs

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
TOMORROW
(TUESDAY), the 27th February,
at 11 o'clock,
WEDNESDAY the 28th February, 1900,
Each day commencing at 2.30 P.M.,
at his Sales Rooms, Zetland Street, No. 2,
A LARGE LOT OF
READY MADE GENTLEMEN'S
CLOTHING,
All New and Latest Style.
Comprising—
OVERCOATS, TROUSERS, EVENING
DRESSES, WAISTCOATS, &c.
Also—
GENTLEMEN'S SHIRTS, COLLARS,
NECKTIES, FETTED STRAW HATS,
TWEED SUIT LENGTHS, FLANNEL
SHIRTS, English made Black and Brown
BOOTS and SHOES, CARPET and PLUSH
SLIPPERS, &c., &c., &c.

A collection of Valuable JEWELLERY,
WATCHES, RINGS, BRACELETS, PEN-
DANTS, BROOCHES, &c.
Catalogues issued Prior to Sale.
On View at the Undersigned's.
TERMS OF SALE—As customary.
PAUL HREWITT,
Auctioneer.
Hongkong, 23rd February, 1900. [243b]

Intimations.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a
MEETING of the Board of Directors
of the Company, held at the Company's Office,
No. 6, Praya Central, Victoria, Hongkong,
on Monday, the 20th day of January, 1900,
the following Resolutions were passed—
That a CALL of One Dollar per Share upon
all the holders of Ordinary Shares in the
above Company in respect of all the Shares
held by them in the above Company be
and the same hereby made. Such Calls
to be paid to the Company at their Bankers,
the HONGKONG AND SHANGHAI BANKING
CORPORATION at their Premises, Queen's
Road Central, Victoria, Hongkong, on or
before the 31st day of March, 1900.

And Notice is also given that in accordance
with Article 21 of the Company's Articles of
Association, interest will be charged as from
the said 31st day of March, 1900, at the rate of
5 per centum per annum, upon all calls
remaining unpaid after the said 31st day of
March, 1900, up to the actual date of payment
of the same.
Shareholders are particularly requested to
note that upon presentation at the office of the
Company of the Bankers' receipt for payment of
the call together with the certificate of the
shares in respect of which the call has been
paid, an endorsement to that effect will be
made upon the certificate.

By Order of the Board of Directors,
W. H. GASKELL,
Secretary.
Hongkong, 30th January, 1900. [130b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE THIRTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on MONDAY, the 5th March, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED on the 23rd February to 5th March, both days inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, 17th February, 1900. [224b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on WEDNESDAY, the 7th day of March, at NOON, for the purpose of passing the following RESOLUTION.

1. That the Proposal of the Directors to call up the Unpaid Capital of the Company in ONE CALL of \$50 per Share PAYABLE on 1st July next is approved.

And if such Resolution is passed, for the purpose of passing the following SPECIAL RESOLUTION—

2. That the Profits accrued to the Company from the issue at a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, the Credit of the said Fund, and the proceeds of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

Should the above Special Resolution be passed by the required majority, it will be submitted for confirmation at a subsequent Meeting to be called for the purpose in due course.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 20th February, 1900. [233b]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock (NOON), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899, and electing a Consulting Committee of Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 20th February to 8th March, both days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.
Hongkong, 9th February, 1900. [171b]

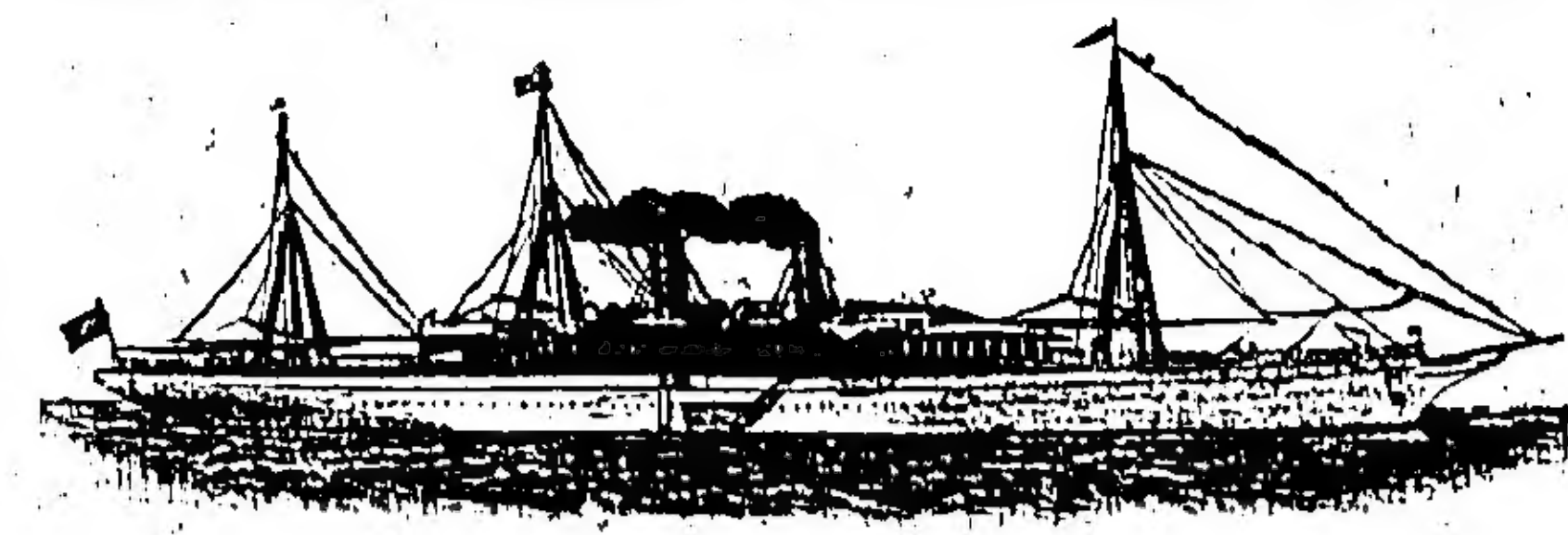
THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 9, Praya Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, and electing a Consulting Committee of Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 20th February to 8th March, both days inclusive.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE LUSH GARDENS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage, &c., apply to—
D. E. BROWN, General Agent,
Fidlers Street, 13.
Hongkong, 14th February, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.
Belgian King...about Feb. 28
Thyn...about Mar. 6
Early Jersey...about Mar. 31

THE Steamship
"BELGIAN KING,"
will be despatched for SAN DIEGO and
SAN FRANCISCO, via KOBE, YOKO-
HAMA and HONOLULU, on or about
WEDNESDAY, the 28th February.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same, if required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 17th February, 1900. [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Goodwin...A. Jackson...Mar. 15
Olympia...J. Truebridge...Mar. 31
Glenlogie...W. Frakes...April 24

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 24th February, 1900. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PANAMA AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship
"CLYDE,"
Captain E. Street, carrying Her Majesty's
Mails, will be despatched from this Port for
BOMBAY, &c., on SATURDAY, the 3rd
March, at Noon, taking Passengers and Cargo
for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 17th February, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

THE OVERLAND RAILWAYS,
AND
OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar. at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th April. at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 1st May, at Noon.

THE Company's Steamship
"DORIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also, the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

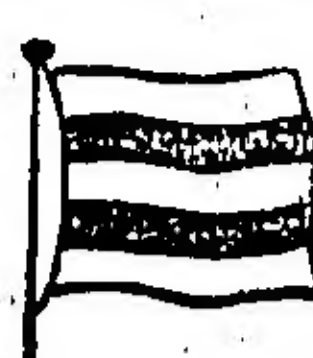
Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight and
Passage, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 13th February, 1900. [2]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKUAI MARU...M. Nishimura	AMOI, SHANGHAI and KOBE	THURSDAY, 1st March, at Daylight.
MIKE MARU...S. Kawamura	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 2nd March, at Noon.
KANAGAWA MARU...J. Mackenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 9th March, at Daylight.
*RIOJEN MARU...J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 10th March, at 4 P.M.

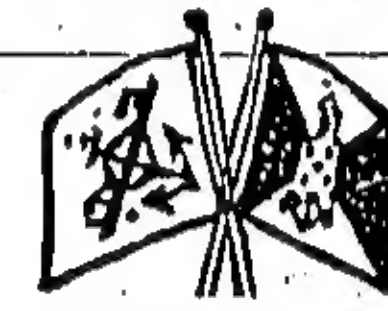
* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 24th February, 1900. [6]

NORDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINE.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	BORDEAUX, HAVRE & HAMBURG	27th February. Freight.
Knuth	(LONDON with transhipment in HAMBURG)	27th February. Freight.
ASTORIA	NEW YORK	About 18th March. Freight.
Hideholt	(via SUEZ CANAL)	About 22nd March. Freight and Passage.
*SAVOIA	HAVRE and HAMBURG	About 31st March. Freight.
SAXONIA	(LONDON with transhipment in HAMBURG)	About 31st March. Freight.
Krechl	HAVRE and HAMBURG	About 6th April. Freight and Passage.
HEIDELBERG	(LONDON with transhipment in HAMBURG)	About 6th April. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.
[27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 8th May, at Noon.

THE Steamship
"NIPPON MARU,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
on TUESDAY, the 20th March, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also, the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight and
Passage, apply to the Agency of the Company,
Queen's Building.
S. VAN BUREN, Agent.
Hongkong, 23rd February, 1900. [7]

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
"ALGOA" (via Moji, Kobe, Yokohama and Honolulu) Thursday, 1st March, at Noon.

"China" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

"City of Rio de Janeiro" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

"City of Peking" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 21st April, at Noon.

(* Taking Cargo only.)
THE U.S. Mail Chartered Steamship
"ALGOA,"
will be despatched for SAN FRANCISCO,
via MOJI, KOBE and YOKOHAMA on or
about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also, the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight and
Passage, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 18th January, 1900. [1]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON,
1900.

NOTICE.

THE Undermentioned Vessels will sail from
CHINA DIRECT.

MARSEILLES, PLYMOUTH
AND LONDON.
WITHOUT TRANSHIPMENT.

LEAVE.

STEAMERS.	Tons.	Shai.	H'kong.	S'pore.
<i>Parramatta.</i>	4886	Mar. 27	Mar. 31	April. 6
<i>Massilia</i> ...	5026	April 10	April 14	April 20

